

LAKES to the GULF WATERWAY SLOGAN OF THE WEST

INLAND STATES DEMAND THAT THE SEA BE BROUGHT NEARER TO THE SOURCE OF THE NATION'S COMMERCIAL SUPREMACY. THE CHICAGO DRAINAGE CANAL THE FIRST TO OPEN THE GIGANTIC HIGHWAY.



On the plea of self-defense, merchants and of the Middle West have given impetus to a movement for a great inland waterway system that promises to remain in the forefront of national affairs for years to come. Practically every section of the country not actually within the seaboard zone has taken up the agitation for a great inland waterway and is likely to continue the campaign until the national government is committed to a policy that will place any navigable stream of considerable dimensions in touch with ocean commerce.

President Roosevelt is expected to make a strong recommendation in his coming annual message on the subject of a "Lakes to the Gulf" system of water routes. Such an undertaking as at present mapped out would equal in magnitude the construction of the Panama canal. The cost of the two projects, it is estimated, would be about the same. Advocates of the inland waterways assert that they would be of infinitely greater benefit to the United States than the canal, and that without a comprehensive system of inland marine highways this nation would be reaping only a fragment of the great commercial prestige to which the completion of the Panama canal entitles it.

Residents, officials and leaders of thought in 18 states of the union are already mightily interested in the inland waterways agitation. A national commission to measure the benefits of the project is likely to be appointed within a short time. The recent trip of the president through the Mississippi valley, culminating in his address before the Lakes to the Gulf Deep Waterways convention, is regarded through the central section of the country as committing the present administration to the 14-foot channel project. The annual national Rivers and Harbors congress that is held in Washington just before the regular fall session of congress begins is relied upon to keep public interest aroused as to the necessity of the undertaking.

Chicago Canal a Start.
"Fourteen feet through the valley" will be the slogan with which the advocates of the inland waterways improvement projects will press their claims before congress. They maintain that all of the statistics and arguments are on their side and that the present condition of affairs in the commercial world is an unerring indication that the country's future development depends not alone upon the expansion of railroad mileage, but upon the improvement of the great water highways of the country.

What is being urged by the business interests of the great central country is a settled policy of the improvement that will begin at Lake Michigan and terminate at the delta of the Mississippi. It was for the inauguration of this settled national policy that the recent convention was held in Memphis. This two days' convention wound up the president's tour of the Mississippi valley.

Outlay of \$50,000,000.

Already a start on this lakes to the Gulf waterway has begun. The Chicago drainage canal, extending from the shore of Lake Michigan at Chicago river to a point between Lockport and Joliet, Ill., is regarded as the initial stretch of the great highway.

The drainage canal is approximately 36 miles in length, and as completed is available from end to end as a navigable waterway, capable of accommodating vessels drawing 20 feet of water. The cost of the canal has been approximately \$50,000,000. All the outlay has been borne by Chicago as a municipality, but it is understood that for commercial purposes the city is willing to give the national government navigation control of it.

For six miles the canal follows the Chicago river to its head. Beyond that point it runs for 28 miles through earth and rock excavation to the Des Plaines river. It continues along the waterway for eight miles. In order to make the drainage canal a commercial waterway capable of floating vessels of large tonnage the engineers of the project expended \$18,000,000 more than would have been necessary for sanitary purposes only. The canal would have met all of the drainage and natural watershed necessities at a considerably less depth than the 22 feet at which it was carried out. The objective of the creators of the canal was not only to dispose of Chicago's sewage by diverting it from Lake Michigan, where it threatened contamination of the city water supply, but the establishment of a navigable waterway from the lake to the Mississippi via the Illinois river.

It is from Lake Joliet that the next step in the great lake to Gulf highway is expected to be taken. The territory between Joliet and Grafton, above St. Louis, has been closely surveyed and a series of pools or artificial lakes have been mapped out to mark the levels along what is projected as the beginning of the great "Fourteen feet through the valley" water course. The first level will be the section between Joliet and Utica, a distance of 64 miles, with a fall of 66 feet. In this distance it is estimated that three pools, dams or locks will be necessary and that a 14-foot waterway easily can be maintained with a width of 300 feet.

Between Utica and the mouth of the Illinois river, where it empties into the Mississippi river, is 227 miles. The bed of the Illinois river along this distance is between six hundred and nine hundred feet wide. Along the route the federal government has already completed several locks and dams. To secure a 14-foot depth here hydraulic dredging averaging seven feet will be necessary. This will necessitate the excavation of 100,000,000 cubic yards of soft earth, the estimated cost of which has been fixed by engineers at \$7,000,000.

To Control Mississippi.
Between the mouth of the Illinois, at Grafton, and the harbor limits of St. Louis the distance down the Mississippi river is 39 miles. In this stretch the Mississippi falls 21 feet. It is the magnitude of keeping the great Mississippi tractable and within bounds and providing a 14-foot channel from St. Louis to the Gulf of Mexico that has given the greatest engineers of the country pause. What the completion of that undertaking will cost no one professes to know accurately. Surmises vary between \$200,000,000 and \$400,000,000. A considerable percentage of the former sum has already been expended in piecemeal improvements on the Father of Waters. Engineers admit that much of this outlay has been practically wasted because the work was not carried on along any well defined plan. It is for the laying out of a general plan of Mississippi valley improvement that the business interests of the great Central West are now bending their energies.

After surveying the territory between Joliet and St. Louis a board of army engineers a few years ago estimated that the cost of a 14-foot waterway between those points would cost \$31,000,000. About the feasibility of continuing that stretch at the same depth as the Chicago drainage canal there is no doubt. The only questions to be considered are those of dredging and water supply.

LEARN WHAT TO EAT.

Important Subject That Is Given Too Little Attention.

In our ignorance of what the various tissues of the body require for doing their work, we crowd the system with a great mass of unnecessary food, only an infinitesimal part of which can possibly be of use in strengthening us for our occupation.

There are about a dozen different kinds of tissue cells in the body, each one requiring a special food, and those which are especially active in our line of work require a much larger amount of food particularly adapted to their use than the other tissues, which are almost wholly inactive in our vocation.

Thousands of men are forcing their brains to do work by stimulants which only exhaust and do not nourish, and then they wonder that they have nervous breakdown or paresis. Other thousands, in their ignorance of scientific feeding, force their brains to do work every bit of which is abnormal, because they do not have sufficient nourishment.

An active brain worker requires a great deal of albuminous foods, foods which contain phosphorus—like fish, oysters and other kinds of shell fish and eggs. Meat is distinctly muscle food. It is suitable only for those who do physical work.

The locomotive engineer studies fuels. He does not throw all sorts of combustible things into his firebox, just because they are combustible. He finds out the best kind of fuel for his engine, that which will give him the greatest possible amount of combustion with the least waste. He makes a profession of his business and studies the requirements of his engine. But most people seem to think that they can run the most complicated machinery in the world—the great human engine—without any special study. The result is that we use all sorts of fuel without reference to the particular work we are doing.—O. S. Marden in Success.

Power of Fortune.
The power of fortune is confessed only by the miserable, for the happy impute all their success to prudence or merit.—Dean Swift.

In the opinion of Lyman E. Cooley, of Chicago, one of the greatest engineering authorities of the country, the practicability of carrying the big inland water highway to successful completion depends upon the mastery of the middle Mississippi between St. Louis and Cairo. The total distance of the projected continuous navigable channel from Lake Michigan, at Chicago, to the Gulf of Mexico, in the Gulf of Mexico, is 1,625 miles, and the fall is 579 feet from the lake level to the Gulf level.

Difficulties to Overcome.

Between St. Louis and Cairo difficulties that a few years ago would have been regarded as insurmountable will unquestionably be encountered. The slope there averages only seven inches per mile for the entire distance of 168 miles. At normal low water the volume between those two points is 56,000 second feet. With the river in normal flood it rises to ten times that flow and in times of extraordinary flood has reached between 800,000 and 1,000,000 second feet. A flood volume of such magnitude on a slope so deep produces a waterway of immense breadth with uncertain depth at low water.

The low water season, when the river depth is frequently less than 12 feet, averages 120 days yearly in the district between St. Louis and Cairo. The alluvial deposits incident to the flood overflows must, of course, be taken into consideration in any scheme for the curbing of the Mississippi's width that has the maintenance of an all the year round deep channel as its objective. Saving banks and extensive levee construction must be undertaken, it is conceded, in such a way



JOSEPH E. RANDELL.

as not to deprive the bottom of the enormous wealth of alluvial deposits following floods.

To Keep the Course.

It is the working out of a system of retaining banks that will not affect the wealth of the Mississippi valley country and at the same time regulate to a certainty the all the year round channel depth of the river that presents the greatest problem in the working out of the 14-foot channel proposition. Of course, a maintained depth of 14 feet will demand less width in the river in the vicinity of the bottom and will probably produce changes in slopes requiring great corrective work.

Mr. Cooley estimates that a 25 per cent. increment to the Mississippi flow is possible by using the entire volume of water that can come through the Chicago canal. He estimates a like increment by the establishment of comprehensive reservoirs on the upper Mississippi. This would make a 12-foot minimum channel during the period of low water and give the waterway a depth of from 18 to 19 feet under normal conditions. From the Red river to the mouth of the Mississippi, a distance of 300 miles, the Gulf level is maintained. It is between the Red river and the Ohio, at Cairo, that the great-



Shaded Portion Shows Waterways Emptying into the Gulf of Mexico and the Junction of the Chicago Drainage Canal with the Illinois River.

est outlay for artificial improvement of the Mississippi would be necessary. The distance between those two points is 764 miles. All of the big engineering feats will have to be accomplished within that territory. If a stable channel of 14 feet can be

TO PUMP A GREAT SEA DRY.

Dutch Engineers Begin Work of Draining the Zuyder Zee.

Little Holland, with its 5,000,000 people lying safely behind their wave-washed dykes, is about to make a new conquest from its old enemy, the ocean. Already Dutch engineers have begun the tremendous task which will result in turning the Zuyder Zee into 1,400 square miles of dry land. Where of old the great Dutch water fleets gathered, where now 4,000 fishermen sink their nets, there will rise happy villages, broad pastures, poplar-bordered roads and sleepy canals—new farms and homes for 50,000 Dutchmen.

The task to be undertaken is a tremendous one. It will cost nearly \$70,000,000. In return the government expects to secure annual rentals of more than \$5,000,000 from those who occupy and till the hard won ground.

The Zuyder Zee has occupied a most prominent place in Dutch history. On its shores are the ancient towns of Medemblik, Hoorn, Harderwyck, Norden and Enkhuizen, under whose walls

maintained in that stretch engineers declare that the seaboard will no longer terminate at the Mississippi delta, but will actually stretch 1,600 miles inland to the shore of Lake Michigan.

Immeasurable good, it is confidently asserted by champions of the Mississippi valley ocean highway, will come from the establishment of a 14-foot channel between Chicago and the Gulf of Mexico. The annual value of the internal commerce of the United States is \$22,000,000. This is the amount fixed by statisticians of the yearly value of the international commerce of the world. It is confidently asserted that with the 14-foot water highway through the length of the Mississippi valley the internal commerce of the United States would be immensely increased. Hundreds of millions of dollars' worth of materials, it is declared, now so waste in the great middle west because of the inability of the railway systems of the country to transport them. The congestion, it is pointed out, on the authority of such experts as James J. Hill and E. H. Harriman, is becoming greater every year without prospect of increasing railroad facilities to any considerable extent.

Railroads Reach Limit.

During the last decade the internal commerce of the United States has increased more than 100 per cent., while the railroad transportation facilities have increased only 25 per cent., and are now practically at a standstill. All of the railroad transportation experts admit that the big transcontinental lines are being worked to their fullest capacity. Millions of bushels of grain could not be moved last year because of the railway congestion, and the west suffered a coal famine because cars were not available and the limit of transportation had been reached in other ways.

James J. Hill has pointed out that not only has the limit been reached in the movement of freight, but even should cars, locomotives and tracks be supplied, there is now and is bound to be for years to come a dearth of terminal facilities. Mr. Hill has estimated that the cost of constructing sufficient railway lines to meet the immediate demands for moving the commerce of the country would require an outlay of \$5,000,000,000. This estimate, he declares, gives little or no consideration to the future. Mr. Harriman a short time since announced that in order to meet transportation requirements the gauge of the railways of the country and the rolling stock would have to be doubled.

"Some time ago," Mr. Hill said, "I asked a real estate man what it would cost to get a tier of blocks, one of the narrowest, from the Harlem river to Thirty-third street, New York. He came back in a week and said that \$350,000,000 would not buy it. That means that for terminals alone it would cost \$165,000 a mile for every mile from Chicago to New York before the line was built. The railroads can't pay rent on such high-priced terminal property."

While the argument is made by the champions of the inland waterway project that river regulation is rate regulation and that the improvement of the great waterways of the country will do more to regulate freight charges than all the interstate commerce laws that can be enacted, practical railroad men declare that a further lowering of railroad freight rates is really impracticable. They point out that with the great rail systems of the country operating to their fullest capacity they are earning only a fair return on the capital invested. Further reduction in railroad charges they maintain, cannot be made while the outlay for maintenance and operation remains at the present figure.

Medical Advice.

The public nowadays has no need to complain of lack of advice on medical problems. But whether the au-

A \$2,507 DRESS SUIT.

Worn by One of Our Battleships and Consists of Flags.

Few realize the number of flags carried by a warship nor the cost of all the gay bunting which flutters from mast to mast at holiday time. In addition to fleet communication, necessary during maneuvers in home water, says Army and Navy Life, the ship must be equipped with an extensive array of flags on board for various forms of ceremonial and official occasions.

This dress suit outfit of bunting consists of 250 different flags the material and making of which cost just \$2,500. Each ship is entitled to a new flag equipment every three years, though owing to their constant use a flagship will often require a new set of signals in about a year.

A great deal more time and labor is required to finish certain of the flags than is generally supposed. The president's flag requires the longest time of any to make, as it takes one woman nearly a whole month to complete it. The life-sized eagle with outstretched wings and other emblems are all hand-sewn and involve the most patient work.

The most difficult to make are the foreign flags. This is especially true of the South and Central American ones.

A half dozen specially skilled hand device sewers are continually kept on these flags. Every battleship carries 43 foreign flags, 25 feet by 13 wide. The most expensive ensign to make is the German, which, owing to the delicate scrollwork of the large imperial eagle and royal crown necessitating delicate, slow and careful sewing, costs \$56.50.

The dragon flag of China consists of 200 separate pieces. Twelve to 14 days are ordinarily consumed in finishing this flag, which costs \$51.75.

The flag of Siam with the huge white elephant costs \$38. The Mexican with its center design of a large eagle holding a serpent on its bill, costs \$39.50. The cheapest foreign flag made is the Moorish, which costs \$21.

Praised Edgar Allan Poe.

When H. G. Wells, the English novelist, was in Boston he praised Poe at a dinner. "I think hardly of your New England writers," he said, "for their contempt of Poe. I shall never be able to forget that Emerson called him 'that jingle man.' To-day a thousand read Poe where one reads Emerson, and not to know Poe's work is rather a disgrace. There is a little tann at home. It is rather a poorly conducted little inn. The landlady gets every visitor to write something about it in a kind of autograph album that she keeps on her drawing room table. One visitor wrote in the album many years ago: 'Quoth the raven—' The landlady did not understand that quotation. She was not well up in Poe. And ever since that time she has shown the ravenic line to every guest, entreating him to tell her, if he can, it's meaning. But the guests are always too polite to tell her. They pretend they do not know. And hence, year after year, to every visitor township, the poor landlady with her all gives herself to be examined by the ravenic line."

Copper and Iron.

There has been for the last ten years an average rate of \$4 tons of iron consumed to one ton of copper. The world's demand for the two metals was in the same ratio, and also the world's production of copper also shows a notable percentage decrease. The production was in 1897, 405,250 tons, and in 1906, 718,368 tons, or an average increase for ten years of 4.3 per cent., whereas between the production of 1905, which was 699,544 tons, and that of 1906, there was a gain of only 15,754 tons, or 2.03 per cent.—hence the rise in price. That iron did not sympathize in price is due to the fact that the undeveloped resources of iron ore and the metallurgical appliances for its reduction to metal are much greater than those of copper. Consequently iron can bear a temporary strain better than copper.—Engineering Magazine.

New Relationship.

"Probate court is a great place for untangling relationships and such things," said Judge Merle N. A. Walker, "but an entirely new relationship—new at least as far as I am concerned—was brought out here recently. "A case on trial rested largely on the establishment of the fact that one of the parties in the suit—a woman—was compelled to 'work out' for her living. One of the witnesses testified he knew she did so. "How do you know?" he was asked. "I've seen her." "Are you around there often?" "Well—yes—you might say so." "Kind of relation of the family, huh?" "Well—no—and yes. I'm the mail man."—Indianapolis News.

Had No Use for "Jockey Pants."

John Sharp Williams is extremely careless about his dress and does not care about fine clothes on anyone else. In a recent campaign he offered his services to the Democratic speakers' bureau and was sent north to help out a congressional nominee. When he returned to headquarters and was pined with questions he said: "Don't you know that fellow came to town to meet me in a pair of fashionable riding breeches and started to go around with me with them on. I just up and told him that he had better take off those jockey pants. After he left the blamed things off we got along all right."—Chicago Tribune.

The Reason.

A North Philadelphia woman who is locally famous for her cooking, had some of her neighbors and friends at her home one evening last week to a supper given in honor of her daughter. Everything on the table was admired by her guests. Among the things that was admired most of all was a beautiful cake.

"It is so soft," exclaimed one of the guests.

"And so light," praised another.

"Pray tell us where you got that recipe," from another.

"I am very glad you think it is so soft and light," replied the hostess. "I made it out of my own heart."

Ohio State News

Latest Happenings of Interest Prepared for Our Readers.

CHAINS HELD PATIENT

While Her Body Was Cooked in Hot Water—A Shocking Story.

Pomeroy, O.—A tale of the most shocking cruelty to a patient of the Athens state hospital has just leaked out.

Mary J. North, a Vinton county patient, was received at the institution on September 12. She was past 70 years of age and quite feeble, but was very unkindly and the day following her admission was put in a "straight jacket."

That night, instead of being given a bed, she was taken into a bathroom and, with another patient, was chained to the bathtub.

During the night the other patient partly freed herself, and, getting within reach of the faucets, turned on the hot water and allowed it to run until it poured over the side and onto the helpless Mrs. North until her flesh was literally cooked. She screamed in agony for help, and when she was finally released she was almost dead. The doctors were at once called, but she was so badly burned that she could not recover. She died October 24, and her body was shipped to her friends in Vinton county.

All knowledge of the affair has been kept from the board of managers and from Gov. Harris, so say the attendants who have talked of the matter, and it will not be given out unless Gov. Harris will agree to protect the witnesses after they tell their story.

PLAYED WITH SHOTGUN.

And Son Accidentally Killed His Father, Mt. Oreb School Chief.

Winchester, O.—F. A. Schatzman, superintendent of the public schools at Mt. Oreb, ten miles west of here, was accidentally shot and killed by his six-year-old son. The boy was playing with a shotgun when the weapon was accidentally discharged.

The shot penetrated the fleshy part of the leg. A doctor was summoned at once, and while he was amputating the wounded limb the patient died from excessive bleeding.

Mr. Schatzman was prominently connected with educational circles of Southern Ohio, and recently served as a member of the Brown county board of school examiners.

Five Killed in Boiler Explosion.

Steubenville, O.—Through the explosion of a boiler on a narrow gauge engine at the Labeled Iron Works, five men were killed. The dead are: Engineer Harry Andrews, aged 22; Engineer Charles Reed, aged 22; Engineer William Smith, aged 40; Dan O'Brien, aged 30, and William Scott, aged 25. The following were fatally injured by the explosion: William Carnahan, 39; John Edwards, 38; and James Edwards, 37.

The explosion wrecked part of the open hearth plant, and another engine standing in front of it.

Telegraphers' Strike Called Off.

Cincinnati, O.—The strike of the commercial telegraph operators is a thing of the past, and, although the knights of the key had the warm sympathy of many supporters, the strike itself will go down into history as a failure. A vote was taken by the Cincinnati local of the Commercial Telegraphers of America, and the majority ruling, the men will return to work as soon as places can be made for them.

Will Run Wide Open.

Logan, O.—After the hottest fight known in this county, Thurness, the democratic saloon candidate, was elected by 70 votes. Thively, dem., was elected marshal. The county generally is democratic. Circulars were issued by each party making and denying startling accusations of graft. Thurness is said to stand for a wide-open town.

Orchards Inspector Quits.

Columbus, O.—Charles W. M. W. Mally, who for the last year has been chief state inspector of orchards and nurseries under the state board of agriculture, has tendered his resignation and will return to South Africa, where he was formerly engaged in similar work under the British government.

Yeggmen Chloroformed Agent.

Upper Sandusky, O.—Wm. Ropp, agent of the P. W. & H. V. road here, was chloroformed by yeggmen while asleep in his office. The safe was ransacked and \$100 in cash and 500 railroad tickets were taken by the thieves, who escaped.

Saved Matron's Life.

Columbus, O.—Bertha Howard, a colored inmate of the penitentiary, as assisted Matron Wells with a pair of scissors, making an ugly cut. The negroess was overpowered by other inmates, saving the matron's life.

Will Begin Life Anew.

Sandusky, O.—Dr. John S. McLeland, Erie county coroner at the time of his disappearance last April, returned to his home in this city. He says he was discouraged and decided to begin life anew in the west. He will now begin life all over again in Sandusky.

Filed in Supreme Court.

Columbus, O.—The petition in error in the case of Elizabeth Day and others against Anna C. Cosgrove, involving the title to certain lands in Columbus, Hamilton county, was filed in the supreme court.

Eight Weeks' Agony.

Marion, O.—After eight weeks of untold suffering, during which time the body fell from her bones, Mrs. George Carmer, 55, died at her home, near Richmond, September 13, while trying to start a fire with kerosene. Mrs. Carmer's clothing caught fire.

Demand "Closed" Town.

Marletta, O.—Benj. McKinney, ind., defeated Theo. F. Davis, for mayor by upward of 500. Remainder of ticket in doubt, but majority of independents probably elected. The lid and public ambulance were independents' issue.

GRAIN GRADING

Sharply Criticized by Gov. Harris Before Dealers' Association.

Columbus, O.—Gov. Harris acted the real farmer at the annual fall meeting of the Ohio Grain Dealers' association by voicing his sentiments on the subject of grading wheat. He told how this product is graded and sold as No. 2, and when it reaches the terminal point, although it had been passed upon by competent judges, is graded as No. 3. Further he said that there was a time when Toledo got all of the wheat in the western part of the state, but now it does not get any because of the grading at that terminal.

Besides the chief executive addresses were made by O. P. Goshlin, of the Ohio railroad commission; John F. Courrier, of the national organization; Fred Meyer, who spoke on contracting for future delivery, while Charles England, of Baltimore, and E. A. Culver, of Toledo, told of conditions in the general market. A discussion on handling corn was led by E. W. Seeds, of this city, and more than a score of reports were made by special representatives on all the surplus grain-producing counties in the state. The regular meeting will be held at Cedar Point beginning July 1, 1908.

EVERY MAN REFUSED TO RUN.

So Five Voters Wrote Their Choice For Mayor on Ballots.

Columbus, O.—Efforts to secure a candidate for mayor in the town of Hilliards, in this county, proved unavailing prior to the election. Every citizen approached by the party leaders firmly declined to permit the use of his name. As a consequence, when the ballots were printed, the space assigned to mayoralty candidates was left vacant. At the election five men wrote in the name of D. K. Hamilton on their ballots and he has been formally declared elected. Now the burning question is whether he will accept the place and perform the duties appertaining thereto. At the present writing he is too angry to discuss the matter calmly.

Wheat Acreage Is Small.

Columbus, O.—The state crop report of November, issued by the state board of agriculture, indicates a short wheat crop for the harvest of 1908 in Ohio, even though the conditions for the growth of the crop should be unusually good. The acreage sown is only 88 per cent. of that sown for the harvest of 1907. This is the lowest wheat area in years. Corn prospect, 83 per cent. Clover seed, 47 per cent. Rye condition, 85 per cent. Buckwheat, 32 per cent. Potatoes, total yield, 9,585,391 bushels.

Gambler Buys a Boat.

Marletta, O.—Gamblers here purchased a large houseboat, which they will anchor out in the Ohio river with the intention of defying Mayor-elect McKinney, who declares he will stop all public gambling. They purchased the boat before 6 o'clock in the morning, routing the owner out of bed to get ahead of competitors.

Son Killed By a Train.

Youngstown, O.—As the election returns were coming in showing that J. C. Maloney had been elected on the democratic ticket for member of the board of public service, his son, Clayton Maloney, 36, was run down by a train and fatally injured. He was driving across the tracks when caught. No hope for his recovery.

Bond Issue Approved.

Columbus, O.—It is apparent that the proposition for the issuance of \$1,000,000 in bonds for the abolition of grade crossings has carried by a safe margin. This is only the city's share for the immense undertaking, and before the work is completed it is believed that another large amount will be used in the improvements.

Three Dwellings Robbed.

St. Marys, O.—Three dwellings were broken into during the night and valuable to the amount of \$1,200 were taken. The houses are on one block apart. D. F. Mooney, an attorney, lost a diamond-studded watch; Albert Hering, \$500, and Albert Durbin, \$200.

Aged Couple Killed.

Aabtabula, O.—Charles Frary and his wife, an aged couple, of Saybrook, O., were killed by a Lake Shore passenger train near here. They were driving home and were struck when crossing the track. Both Frary and his wife were over 80 years of age.

Hearse Crushed Him.

Cleveland, O.—William Robinson, aged 55, driver of a hearse, was killed in front of St. Catharine's church when his horses ran away and upset the hearse, which fell on him.

Crushed By the Wheel.

Gallipolis, O.—Charles Coleman, a fireman on the passenger steamer Tacoma, was crushed and killed while oiling the wheel shaft, near Millersport. The body fell into the river and has not been recovered. Coleman's home was in Cincinnati.

By Twelve Votes.

Lima, O.—The official count showed the election of Fred C. Becker, dem., as mayor, over McComb, rep., by 12 votes. The democrats also retained control of the board of public service by electing two of the three members.

Neck Broken on the Drum.

Toledo, O.—Albert Traut, 24, of Sandusky, was caught under a cable when it was being wound over a drum at the Toledo Salvage Co.'s plant and instantly killed. His neck was broken. His body was being wound around the drum.

Two Lives Crushed Out.

Ironton, O.—Arthur Bailey, 25, and John Keiser, 24, were killed by a fall of slate in a coal mine at the Lawrence furnace, ten miles from this city. They were crushed by 20 tons of debris.